

INTIMATIONS.

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CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.
 Hongkong, 18th September, 1887. [25]

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancelled.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, SEPTEMBER 20TH, 1957.

A report of perennial interest in Hongkong is the possibilities of trade on the Western River, the navigability of that great water-course, and the prospect of its being opened to steamer traffic. The subject is one which has been widely discussed, but with regard to the actual trade of the river and the conditions under which it is carried on there has been a great lack of precise information. A valuable contribution to the literature on the subject has just been made by Mr. H. SCHROETTER, of Canton, who in September and October last made a journey up the river. His account of the journey is published by Messrs. KELLY & WALSH, under the title of "Reichthum eines riesen nach Kwang-ki." Mr. SCHROETTER went up to the Taiwo cassia district and gives much interesting information respecting the trade in that important article. He also made a detour from the main stream to explore the Sang-kiang tributary. The most important part of his work, however, is given as an appendix, and has been translated into English under the title of "The Trade of the province of Kwang-si and the city of Woohow-foo, a Treaty-port of the empire." Below we give some extracts from this. The opening paragraphs are devoted to an examination of the taxation of foreign trade in the Canton delta, which has of late years been extremely light, owing to the efforts of the native Customs to keep the trade for the juck, instead of allowing it to be diverted to the Canton steamers, and as passed through the Foreign Customs. Now that the stations outside Hongkong and Macao have been placed under the Foreign Customs, this competition between the two branches of the service will naturally disappear. We will now let Mr. SCHROETTER speak for himself:—

[illegible]

time also, caused by frequent detention of junkmen for examination of their cargoes, tends to impede the free development of trade on a route as long as that from Kunming to Kweichow. Therefore, the trade via Pak-choi and small rivers discharging into the sea also is to be considered at that point. The goods travel up north by these rivers as far as the depth of the water allows, and are then carried by coolies, until they reach other water-ways which lead to the West River. A well known route goes, for instance, from Lin-chow-fu to Yün-chow-fu, and then to the West River. This route is principally used in summer time during the rainy season. By this and similar routes, too, Woo-chow-fu and Nan-ning-fu are brought into connection with the West River. The carrying of goods by the mountain roads is sure to remain very limited, as long as the carrying is done by junks, rafts, and the shoulder-laden men. Such means of transport involve no special difficulties, and may be easily inferred from the last paragraph. Even in the Likit states done away with, the distance from which separates Canton and Pakhoi from Woo-chow-fu and Nan-ning-fu respectively would not be a serious obstacle to the carrying of goods. The Sik-king should have Treaty ports as the Yangtze has had for many years, and the distance might be overcome by swift steamers, and, as the distance is not too great, the carrying of goods for the healthy development of the trade with Kweichow it would be the result.

I know that such innovations are not to be brought about in a moment, and I will swear to that; but that might be another mine has been laid, and it is not to be denied that the mine is still there. But every drop helps to fill the jar, and it may thus be of some service, however little, to have this material for the future.

As matters stand at present, only two ports can be taken into consideration. The first and most important for the present, most important one is Woo-chow-fu. The second, Nan-ning-fu, Steamer

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the same may be said of the export of opium. I will confine my attention to those that are exported to Europe and America. It is well known that the greater portion of the trade in opium, camellia buds, and oil—sing-foo produce, viz., gallnuts, stamined oil, furthermore, cow hides and horns, besides flowers, paper, anses, &c.—that the greater portion of the trade goes to Shanghai; possibly also, besides tin and copper from Yun-nan, some of other produce which has hitherto been so little noticed, or perhaps, entirely overlooked. It is probable that Wo-chow-shoo at this place has been opened, and after the transit business has been given free scope, it will regard to the figures given above relatively as trifling matters. This case, however, I may meet with the rejoinder that the year 1882 must have been an exceptionally favorable one for the trade of this city, because of the unusually early opening of the Kwaikoo has materialy diminished. But how is it to be explained?

It is because the Likin authorities on the coast, Amoy, Hankow, Kwangchow, the latter two being the most important, have, since the late spring, they would simply lose their incomes therefor. Therefore they lowered their taxes on an pretext that Transit Passes ceased to be issued by the authorities. This caused a stoppage of exchange of funds, and the Provincial treasuries were possibly just as well off as they had before, when tariffs were high but business restricted.

The transit business, therefore, not only last year and visible advantage; still they do not attain one object, that is they either lower down the Likin-barriers or force the European new markets act as promoters of trade, increase the buying and selling power of the transit. And this is all we merchants want to obtain.

On the transit Transit Passes to bounds laid loose to the threats of the generation of others, who batten on the pickings of the Likin-stations, extending their depredations to the remotest parts of the neighboring provinces.

I can sum up briefly, when Wo-chow-shoo has opened its registers, and the transit Passes has been developed, the trade of Canton Center is a new era.

We are requested to announce that after-Saturday next Mr. Cameron's Garden Parties at Canton Lodge will be discontinued.

A rough weather was experienced at Manille on the 10th instant, and steamers advised to leave that day deferred their departure.

We are Agents Messrs. Russell & Co. inform us the Union Line steamer *Victoria*, from London left Singapore on the 17th inst., and will reach Hongkong on the 19th inst.

The Spanish barkentine *Margarita* is to be scarpwooded at Laganmuna for Nistatin.

It is no doubt for the Nistatin-Lakun road.

We note the return to this Colony, yesterday, P. M. of O. steamer *Hyaquena*, of the Rev. W. Jennings, M.A., Adoniam Ch'iao, and Mrs. Jennings.

We are Agents Messrs. Adamson, Bell & Co. inform us the Shih Shire Lito steamer *Canton*, from London, left Singapore yesterday this port.

We are Agents Messrs. Adamson, Bell & Co. inform us the Pacific Mail Co.'s steamer *City of New York*, with the next American mail, left San Francisco for Yokohama and Hongkong, via Honolulu, on the 1st instant.

We are Agents Messrs. Adamson, Bell & Co. inform us the Austrian corvette *Arcona* arrived at Nagasaki on the 8th inst., from Kobe, and will probably leave the (Red Sun) tomorrow morning for Hongkong, undergoing repairs in the meantime.

The hearing of the action brought by Mr. G. S. Smith against the Corporation for loss of his share in the Summary Jurisdiction Court, has postponed until Tuesday, the 27th inst.

The Surabaya *Current* says that this year's crop of Java coffee crop will hardly total 200,000 pounds. In one district the yield has sunk from 2,000 pounds two years ago to 2,100 pounds this year. These figures augur a further rise in price.

The London *Gazette* of the 12th August contains the following notice: "Notice of extending the term of office of Frederick Stewart, Esq. to be Colonial Secretary and Auditor-General for the Colony of Hongkong."

We find by Straits papers received yesterday that the British gunboat *Wasp* left Singapore yesterday afternoon. The purpose of extending her term of office appears to be to enable her to go on that date, returning to Singapore on the expiration of the 10th.

We learn from Messrs. Adamson, Bell & Co. that the British gunboat for the Canadian Pacific Line, that they have been advised that less by the Company's officers, and the ship will be sent to Hongkong, where she will arrive on the 14th and 15th respectively.

Berlin correspondence thinks that "the intimation of a Siamese Embassy in Berlin, which is shortly to take place, will doubtless give additional opportunities of securing of extending commercial relations with Siam. Hitherto man goods have been but very sparingly received in the Siamese market. This is not about to be."

We find by Amoy *Gazette* says that a most brutal murder was committed in Amoy city on the night of the 12th inst. It appears that a Chinese thief named Ah Cheong loom, but being disturbed by a woman, he killed her cutting her throat with a cut-throat razor. The murderer then made his escape, taking away clothing, &c., from the house, and has not yet been caught.

We find to acknowledge the receipt of a letter addressed to "Victorinus and Bay Sin," dated the 12th inst., and signed by the United States of America, which appeared at different times in the *Straits Times*. Mr. Roughton is well acquainted with the subject, and we are glad to hear that he proposes to amplify and extend these letters. We hope that the work will serve as a guide book to workers.

We find by Bangkok *Times* says:—"We hear that His Majesty always ready to advance the interests of his subjects and promote-trade, has decided to provide the money necessary for the purchase of the Royal Palace, specially designed for the residence of Government officials and others who may have business in the upper part of the city. It will, we learn, consist of some 600,000 bahts, the tariff was deemed as moderate as possible."

Intelligence has arrived from Amoy of the loss of the German schooner *Niederfay*, Captain Rutah, on Sunday, the 11th inst., at Tung-shan-fu. During the typhoon which blew over the coast, the vessel was driven ashore and drifted on to the rock, where she was crushed to pieces. She was a vessel of 107 tons, and had been employed some time on the coast between Amoy and Formosa, leaving the latter port on the 6th inst. for the last time. The crew were conveyed to Amoy by the Douglas steamship *Thales*.

In a tugboat was found the body of a Chinaman who was drowned on Saturday last by a collision with a steamer. He died shortly afterwards from his injuries. The only witness could himself, and the accident was the "ricksha coolie actually struck by the steamer." The ricksha coolie did not see deceased, who was right before him. It was raining heavily at the time. They found that deceased died from the effects of a blow received in the right side of the chest, inflicted by a ricksha, but there was not sufficient evidence to show whether the accused was guilty or innocent. The case will be tried every way to blame for the collision.

The conference of the subscribers to the Bang-Tramway Co. was held at that port on the 11th inst., at which a large number of these interested parties were present. The meeting was presided over by the directors, but the line, if possible, could be ready by the next cremation ceremony, which takes place in April, as sufficient capital had already been subscribed to warrant the commencement of the project. The directors, however, t.e., from the Palace down to the shore, and at great length explained to those present the advantages of the proposed line, and of thanks to H. R. H. Prince Krom Mun Wang, who had been instrumental in the project. The meeting was presided by Mr. Williamson and dispersed with much applause, and the meeting adjourned.

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MAILS EXPECTED.

THE CANADIAN MAIL.
Canadian Pacific steamer *Parthia*, with
Canadian mail, left Yokohama on the
and may be expected here on or about the
stant.

THE AMERICAN MAIL.

P. M. steamer *City of New York*, with American mail of the 1st September, left Manisao on that date, and may be expected or about the 23th instant.

STEAMERS EXPECTED.

D. D. R. steamer *Electra* left Singapore the 13th, and may be expected here on or the 20th instant.

O. S. S. Co.'s steamer *Orestes* left Singapore the 16th, and is due here on the 23rd

O. S. M. Co.'s steamer *Ningchow* left

Shire Line steamer *Glamorganshire* left
Singapore on the 19th, and is due here on the
23rd instant.

on Correspondence has been mis-ent-
d (both of which are liable to happen
ually) all that the addressee need do is to
n the cover, *Sent to —, or Received*
m., or as the case may be, and forward it
at any other writing whatever, to the
Master-General. This should be acted on
at time cause of complaint occurs: it is a
ce to let such matters pass for fear of

FAST DELIVERY—No delivery is attempted
hard Ship, at the Peak, Kowloon, Aberdeen,
nor at any private house (even though
it in the address) when there is a place of
business, at which delivery can be effected.

The authorised List of Mails issued in connection with this paper is the one published each day in our Extra, which is always sent to a much later hour than that given above.

A MAIL WILL CLOSE.
Per Amoy.—Per Amoy, to day, the 20th at 3.30 P.M.

r Straits Settlements.—Per *Fidelio*, to-
be 20th inst., at 3.30 p.m.
r Shanghai.—Per *Yungching*, to-day, the
inst., at 3.30 p.m.
r Saigon.—Per *Sussex*, to-day, the 20th
at 4.30 p.m.
r Swatow and Bangkok.—Per *Mongkut*,
y, the 20th inst., at 5.00 p.m.
r Bangkok.—Per *Decima*, to-day, the 20th
at 5.00 p.m.
r Manila.—Per *Diamante*, on Friday, the

inst. at 3.30 P.M.
Per Nagasaki, Kobe, and Yokohama.—Per
et, on Friday, the 23rd inst. at 5.00 P.M.
Per Kobe and Yokohama.—Per Geelong, on
Friday, the 24th inst. at 11.30 A.M.

**MAILS BY THE UNITED STATES
PACKET.**

The United States Mail Packet *City of Rio*
de Janeiro, will be despatched on WEDNESDAY, the 21st
inst. with Mails for Japan, San Francisco, the
United States, Canada, Honolulu, Peru, &c.,

It will be closed as follows:—
P.M., Registry closes:
P.M., Post Office closes, but Correspondence
may be posted on board the Packet with the
Late Fee of 10 cents extra Postage until
the time of departure.
The Post Office declines all responsibility for
registered Letters containing Bank Notes,
or Jewellery, and, where Registration has
been neglected, will make no enquiries into
the losses of such letters.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Yangtze* will be
dispatched on **THURSDAY**, the 29th instant.
Mails for the United Kingdom, Europe,
places beyond, *via Marseille*; to Saigon,
its Settlements, Batavia, Barmah, Ceylon,
Australasian Colonies, Pondicherry, Madras,
Gatta, Aden, Mauritius, Egypt, Malta, and
Sular.
The usual hours will be observed in closing
Mails, &c.

ILLS BY THE GERMAN PACKET.
The German Contract Packet *Neckar* will be
dispatched on **THURSDAY**, the 29th instant;
Mails for the United Kingdom, Europe
and countries beyond, *via Brindisi*; to the Straits
Colonies, Batavia, Borneo, Ceylon, India,
Siam, Egypt, Malta, Gibraltar, &c., &c.
The hours observed in closing the Mails, &c.,
will be the same as in the case of the British
Contract Packet.

responsibility should be marked *Per German*
or with the name of the Packet.
The Post Office declines all responsibility for
registered Letters containing Bank Notes,
or Jewellery, and where Registration has
neglected, will make no enquiries into
lost losses of such letters.

STEPS FOR CLOSING THE CONTRACT
MAILS.
- THE ENGLISH MAIL.

the following hours are observed in closing
a. &c., by the Contract Packet:—
Day of Departure.
P.M.—Money Order Office closes.
P.M.—Registry of Letters ceases. Posting
of all printed matter and *parvus* ceases.
P.M.—Mails closed, except for *Late Letters*
P.M.—Letters may be posted with late fee
of 10 cents until
P.M.—when the Post Office closes entirely
P.M.—*Late Letters* may be posted on board
of the ship at 10 cents until

THE FRENCH AND GERMAN MAILS.
Day before Departure.
Post Office opens. German
Post Office closes, except the
night box, which is always open out of office
hours.
Day of Departure.
Post Office opens.
Registry of Letters ceases. Posting of

printed matter and patterns ceases.
M. Mail closes, except for Late Letters.
A.M. Letters may be posted with Late Fee
10 cents until
A.M. when the Post Office closes entirely.
A.M. Late Letters may be posted on board
packet with Late Fee of 10 cents until
time of departure.

POSTAL NOTES.

Post-Postal Notes of the values named below,

1/2 within three months at any Post Office
 United Kingdom, or at Constantinople,
 or obtained at Hongkong or at any British
 Office in China (except Heihow and Tien-
 sin) at the following prices, which include
 commission:—

1/2	33 cents.
1/6	50
5/11	\$1.65
1/1	\$3.30
0/11	\$5.60

money orders in the United Kingdom for sums not exceeding £5 applied for at Hong-
Kong or Shanghai will be issued by means of
Notes.

The purchaser of any Postal Note must
sign the Payee's name before parting with it.
The name also fill in the name of the Office
to which payment is to be made. If this is not
done the note is payable (within three months)
to the order of the holder in the United Kingdom, or at
any place in the Empire.

Any Postal Note may be
used to a Bank

Postal Notes should always be forwarded registered Covers. If this precaution is not taken, NO ENQUIRIES WHATSOEVER will be made of the loss or alleged loss of any Note.

Postal Notes issued in the United Kingdom are not payable in Hongkong or China.

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(continued)